

**Amendments to the Specification:**

Please replace paragraph [0034] with the following amended paragraph:

[0034] A spring-loaded cylinder 1 comprises a first housing part 2, a second central housing part 3 and third housing part 4. In the first housing part 2, a ~~spring 4~~ spring 84 is accommodated which is supported at one side on the housing 2 and rests on a piston 5 on the opposite side. For receiving the ~~spring 4~~ spring 84, the piston 5 comprises a U-shaped section 50 in which profilings 51 are provided for the form-locking receiving of the spring coil which is arranged last at the end side. On the opposite side, the housing 2 also comprises profilings 20 and 21 for receiving the other end-side spring coil. In the space formed between the housing parts 2 and 3, as well as the piston 5, a primary chamber 30 of the parking brake part is provided, which can be acted upon by pressure.

Please replace paragraph [0035] with the following amended paragraph:

[0035] Inside the piston 5, a release screw 6 is arranged. The release screw 6 has a release screw head 60 which, on an exterior face thereof, rests against a contact switch 7. The contact switch 7 comprises a contact switch head 70 which is connected by way of a plunger 74 with a threaded section 75. The threaded section 75 is screwed into a stop 8 in the form of an internal ventilation (bleeding) for the piston 5. By way of a sealing device or sliding ~~guide 71~~ guide, the contact switch head 70 ~~is~~ may be partially accommodated in the release screw head 60 (see Fig. 2). In the illustrated position, a first contact ~~point 72~~ point and a second contact ~~point 73~~ point rests against the contact switch head 70, which has conductive connections and can thus close a control circuit.

Please replace paragraph [0040] with the following amended paragraph:

[0040] For the application of the parking brake, the pressure is lowered in the primary chamber 30 until the force of the ~~spring 4~~ spring 84 is greater than the pressure in the primary chamber 30 acting upon the piston 5. As a result, the piston 5, together with the membrane 11 of the piston rod 13 and the pressure piece 14, is moved toward the brake lever 15, which provides a braking force after overcoming the release play. For releasing the parking brake, pressure is built up in the primary chamber 30 until the piston 5 moves back into the withdrawn position. As soon as the contact switch 7 rests against the face of the release screw head 60, a signal is emitted, which signals the ready driving position. As a result, on the one hand, a further pressure buildup in the primary chamber 30 can be switched off since the end position has already been reached and, by way of controlling the system, the driver is informed that the vehicle is ready to be driven.

Please replace pages 21 and 22 which is the "Table of Reference Numbers" (marked-up and clean version attached).